

## Public Involvement Overview

May 2008

	Month
Hotline Calls*	12
Comment Sense Comments/Inquiries*	42
FOIA requests	0
Speakers Bureau	33
Presentation/Events	22
Neighborhood Boards	11
Community Updates/Mayor's Town Hall Meetings	0

\*Include questions regarding property acquisition- these calls/submissions are being handled separately

Neighborhood Board reporting includes both full presentations and project briefings.

In addition to the monthly television show the project has bought radio time every Tuesday afternoon on 830AM between 4:00 p.m. to 5:00 p.m.

Our Olelo show still runs every Monday

**May 2008 Comments submitted to the Honolulu High-Capacity Transit Corridor Project**

Submission Method	Submission Date	Submission Content/Notes
Website	05/01/2008	<p>The city's recent selection of steel-wheel-on-steel-rail (SWSR) technology for the currently-proposed rapid transit system became foreordained when the city selected its transit consultants. Just as it did when previous administrations selected the consultants for earlier failed rail proposals. After the selection of consultants who rarely if ever recommend any other technology, the rest of the technology "analysis" process becomes nothing but a shibai. And now that, as far as the administration is concerned anyway, the technology selection has been made, the city and consultants, have, as always, reverted to what can only be seen as incompetent error and omission or patent intellectual dishonesty in attempting to rationalize the selection. Though I am an unabashed advocate of monorail technology, I recognize that it is not suitable everywhere. But to so cavalierly dismiss it as unsuitable for Honolulu, without so much as an acknowledgement of the range and successful application of monorail technologies – from the "light," Alweg type in places like Kuala Lumpur to the "heavy" Hitachi type in several cities in Japan – and to ascribe to all monorail systems a litany of generally false negative attributes while denying any such true of SWSR technology, amounts to a betrayal of the public trust invested in selection committee. Nowhere is this more clear than in the recent propaganda flyer sent out by the city that attempts to deny the reality of the noise generation attributes of SWSR systems and exaggerate those of the one alternative considered, elevated rubber-tired busses. First, news though it may to the city and its consultants, fixed-guideway busses could be alternatively powered, by relatively quiet hybrid technology or by rechargeable battery-driven motors, to name two. But that wouldn't give them the straw man they need for their argument rationalizing the selection of SWSR. Second, while noise generated by SWSR contact is lower down, let me be apparently the first to tell them, "only a 2' to 3' high abatement wall" will not begin to mitigate the sound, because sound does not travel in a line-of-sight path as they would have it but, in fact, flanks any barrier that is not sealed all around, like a fully closed car window, say. The wall will do next to nothing to attenuate the sound of the wheels on the rails – especially the screeching in tight turns – and little more than add to the already profound impression of visual bulk of the guideway. Totally ignored in the piece is a comparison of the noise attributes of SWSR with monorail, which is always electrically powered, almost always rubber-tired and all but silent. And, rather than the bulk of the SWSR guideway, a</p>



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		monorail's guideway can be designed to be not much deeper than the SWSR "abatement" wall and far less obtrusive overall.
Telephone	05/02/2008	April newsletter excelent- picked up more for union members. Just wanted us to know.
Website	05/03/2008	I am highly interested in the rail project and frequent visitor to honolulu.I am presently involved with the Phoenix Trolley Museum and Phoenix Grand opening of their light rail system on december 27th of this year
Website	05/04/2008	This is the biggest boondoggle ever foisted upon an American electorate. A criminal waste of taxpayer money. Please stop this insanity.
Website	05/04/2008	How are your plans coming along?
Telephone	05/05/2008	Whant's to know more about Phileas. he had heard that they were using hydrogen fuel cells for their buses & did not think they could use them at the scale of this project.
Website	05/05/2008	Where can we vote AGAINST the rail system?
Website	05/05/2008	Where can we vote AGAINST the rail system?
Website	05/06/2008	Question: How can I learn what the latest proposed routing is for the rail transit system--particularly in the downtown area? Mahalo.
Website	05/06/2008	Aloha! I am a volunteer member of the BOMA program comittee and wanted to inquire about the possibility of having you folks give a presentation to our group in August regarding the impact of the project to the Building Owners and Building Managers of Oahu. Please contact me at your convenience to discuss. Mahalo, Roy
Website	05/06/2008	It is interesting to see the Honolulu Transit website starts to promote "(steel wheel on steel rail) modern Rail" now, yet in the content it mentions non-proprietary rail which was recommended by the technical panel but is not even a guideway transit as required by Ordinance 07-001, and is not

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		approved by the city council. Please clarify. Thank you. Tienni Tienni
Telephone	05/06/2008	cell 233-7683 Would like information on the route Also left previous CS message & was responded to
Website	05/07/2008	<p>To have the rail system not coincide with the Airport or UH-Manoa would be ridiculous. Most of the major transit systems have a link to the Airport and to the major colleges within the transit system. Also, is there an alternative to having a fixed guideway system. Instead of building structures above street level, why not close down certain streets to be just for the steel rail system. For instance, Kapiolani Blvd., Dillingham Blvd., and Salt Lake Blvd. Also, when you do go up to UH-Manoa from then stay on the surface to not ruin the skyline. The whole point of this system is to relieve traffic congestion. So the way I figure it is that if you eliminate certain streets that are heavily congested then use them for the rail system and busses only. Also rail should replace the bus only section of hotel street. TheBus should be used to transport citizens to other communities. To have transit terminals at Ala Moana, Pearlridge, UH-West Oahu, UH-Manoa, Mililani, and Kaneohe I would be ideal. Having the park and ride stations built was a good idea but not at the time it was built. For example, the park and ride system in Hawaii Kai is nearly empty everyday, ridership level that was expected clearly didn't happen. Also, will the rail system be expanded to include communities such as the North Shore, Kailua, Kahalu`u, Kaaawa, Hau`ula? How much will fares be is an issue too. The current adult bus fare is \$2.00, which is good and should be implemented. Also you could do incentives for people that if they want to go to UH football games that they could get a discount of their game ticket if they use the rail system. Also will there be transit police to keep the law and order on the rail system. There are so many questions that I would like to ask. Hopefully one day we can set up a meeting to discuss certain issues.</p>
Website	05/08/2008	
Website	05/08/2008	Aloha! We'd love to hear more about the rail system and the potential effects it will have on our marketplace and neighborhoods! We are excited at the possibility of rail, and our agents would love to hear a presentation on the impact it will have on our island...thank you!



Submission Method	Submission Date	Submission Content/Notes
Website	05/08/2008	This rail system is a big waste of money. There are so many other things that can be done to make traffic better. Use a chunk of the money already collected and offer it free to businesses if they move to the West side. Turn Campbell Industrial Park into a giant beautiful business park. Offer free land, lots of money to relocate, make the deal too good to pass up. Savings: way more than 7,000 cars a day on H1. I grew up in Hawaii Kai. I remember what 2 lanes in and 2 lanes out was like every day. Add 2 extra lanes and most all problems on Kal hwy have disappeared. The daily traffic doesn't lie. If someone would just time the lights, the hwy would really flow. Add lots of raised lanes and underpasses. Take over the Super Ferry, at least in the AM and the PM. Buy 10 more of them with the money already collected and let them run every 10 minutes. Charge \$1 per person and \$8 per car and they will be full every day. There must be lots or really smart people in the State. They too must have ideas. Offer one million dollars to the guy with the best plan. I guarantee you it won't be rail.
Website	05/08/2008	Please move forward with this project. It is definitely needed and will benefit all either directly or indirectly. I appreciate the vision of the Mayor and the desire to fulfill this project.
Telephone	05/09/2008	
Telephone	05/08/2008	Doesn't understand how anyone would not support anything other than rail. She is very enthused about the project.
Telephone	05/08/2008	requested a presentation on either the 3rd Thursday of June or July.
Telephone	05/08/2008	Would like printed plans of stops- called back and wanted what we did have sent to him.
Website	05/09/2008	This project is the best thing that could happen for Oahu. Because of Peak Oil and the energy shortages that the world is facing now, I think it is vital that Oahu expand this project even further for efficiency of energy use on the island. I personally am so happy about this project that I almost feel compelled to donate money in order to contribute to the building of the transit corridor. I would be very please to see this project expanded even further so that even more people would be able to use this most efficient form of transportation. Peak Oil is a subject that should go hand in hand

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		with this project. I personally would be happy to see the Highways on Oahu torn down and turned into railways. Peak Oil is going to make automobiles a thing of the past anyway. Eventually public transportation will be the only option for many people. Gas will be far to expensive and unavailable. I would be very happy to see this project expanded vastly and very quickly. Mahalo. Steve.
Telephone	05/12/2008	moving away - please remove from mailing list.
Website	05/12/2008	I think it is very important to include the Airport, Waikiki & UH in any plans for new mass transit plans. It seems inconcievable to me that these 3 locations would not be included, the airport/Waikiki connection is important for the tourists getting to & from the airport & may decrease the number of visitors wanting to rent cars when they visit here. It would also provide peaple working in Waikiki with an alternative way to get to work. A station at UH would decrease the number of students & UH employees using cars on the roads, if you use H1 at all you will know the changes in numbers on the road during summer break. This is a good indication of how a mass transit connection to UH would help the congestion on H1 & other roads.
Website	05/12/2008	Seeking to have a presentation to our members on either 6/19 or 7/17. Would really appreciate someone get back to me as soon as possible. Thank You.
Telephone	05/13/2008	from Sarah, person interested in Queen Street station location.
Telephone	05/13/2008	#33. Wanted copyof AA showing stations or something that showed stations.
Telephone	05/13/2008	Wants someone to call her regarding mailing list
Website	05/13/2008	How can we trust City government to spend billions on a transit system when it cannot even keep the City budget under control? City Council members & City govt cannot answer the following question: why is the increase in cost of City government several hundred per cent greater than the increase in inflation? For example, cost of living for 2007 was 4.8% but increase in real prop. taxes to be collected for fiscal yr. 2007-08 will be 23.4%-this has been happening for several years!!!!



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Website	05/14/2008	I will be traveling to Honolulu on May 26 for 5 days, and I would like to visit with Honolulu Transit. I am interested in speaking with individuals, with who I could discuss the Corridor Project. My company, intends to bid as a subcontractor for the systems portions of the work. I would like to discuss the current plans for the project, the current status, and meet with the person responsible for DBE/WBE. I would be able to meet at anytime on May 29 or May 30. Please respond to my email address. Thank you, Kean Smith - VP Business Development - Railworks Corporation.
Website	05/14/2008	
Website	05/15/2008	Hurry! We needed this in 1994 when I was here and a rail survey was sent to me. I was very disappointed that Hawaii lost the federal monies then. Let's start this and get it done!
Website	05/17/2008	Sir/Madam: The High Capacity Transit Corridor Project is of interest to me. I learned of it today while listening to your promotional/informational spots on KSSK, Honolulu, which I listen to daily here in central Japan (where I am currently residing while away from the USA). I will be following developments there on Oahu now that I have learned of this bold initiative. Please keep me timely informed of related developments by adding my name to your "Mailing List," as I have requested above if it is an e-mail mailing list. If not, please advise me how I may be added to your mailing list since the form does not allow me to input my Japanese residence address. LeRoy Gatch Hamamatsu, Japan 12:20 (JST) Sunday, 18 May 2008
Website	05/18/2008	
Website	05/18/2008	Comments on Transit Noise 5/18/08 Most important is to have reasonable transit noise levels in your home. You should be able to use normal voice, TV and radio sound levels inside your home when a bus or train goes by. You should not be awakened by transit passes. According to the Advertiser (March 11) there may be "severe" transit noise in 55 locations and "moderate" noise in 397 other locations based on predicted Federal Highway Administration outside noise levels at 67 decibels which assume that windows are closed.. Open glass jalousies and open sliding glass doors allow two to four times the loudness of transit noises inside our homes compared to typical mainland housing. FHWA says our state highway agency should allow for local conditions. If the

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		triggering noise level is properly changed, many more homes along the transit route will become "severe" or "moderate" and may qualify for "sound proofing". "Sound proofing" may include replacing or upgrading windows and doors. As a starting point, the Federal Transit Administration considers the cost range of \$25,000 to \$30,000 per benefited residence to be reasonable. This estimate does not include some kind of air conditioning. Because of our openness, all possible transit system noise mitigation measures should be considered, e.g.: resilient or damped wheels, undercar absorption, sound barriers with absorption, ballast on guideway, etc. and reducing train speed at night. Improper transit noise studies could lead to many families suffering excessive noise in their homes. Also there could be class action law suits after the mainland consultants and contractors are gone. Many hundreds of homes could get air conditioning as well as new windows and doors. Who pays the electric bill as well as the attorneys? What are the carbon footprint implications? Ron Darby, P.E. 44-401 Kaneohe Bay Drive Kaneohe, HI 96744 phone/fax: 254-3095 ~300 words
Website	05/19/2008	If the project is to be built on existing freeway center mediums, the traffic congestion of a 10 year project will damage the quality of life for a generation. All it takes is one accident or stall in the Pearl City area before the Waimalu off ramp to add as much as a half hour to a commute. For those of coming from the Central area it really becomes a quality of life issue. Is there any impact study done for construction on existing traffic? If not, this should be made public, so not just the virtues are advertised with tax payers dollars.
Website	05/19/2008	Hello, just a suggestion. Has the city ever considered developing real estate around the proposed stations? By doing so, the city can collect rental revenue to help defray and maybe even completely subsidize the rail's cost. Hong Kong's MTR model has been so successful, Vancouver has just implemented the same policy. The biggest hurdle for rail right now is the sticker shock to the average citizen. If some or all of this cost can be offset, the project will be highly favorable and successful.
Website	05/20/2008	I had to make a comment because I was a strong supporter of the initial proposal (that was killed way back when). I grew up here but also lived in cities with real working train-commuter systems. I



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		therefore really want to help support the initiative, but think in its current configuration is a waste of everyone's time and money. Not moving through transportation hubs (e.g., airport), transient accomodation centers (waikiki), and major commuter destinations (UH and large shopping centers other than Ala Moana) just makes me shake my head in wonder.
Website	05/21/2008	WHy is my tax payer money being spent on radio adds that are promoting the rail transit system? Why dont you use our Tax Moneies for projects that take a nuetral point of view of maybe an information update on the project not a one sided propganda based add. Please let me know how these adds are approved and what process they are or will be put through n the future as I do not think this is a ficaly responsible way to spend Honolulu City and County tax payers funds!
Telephone	05/19/2008	What will the height, length, and width of the stations be?
Website	05/23/2008	
Website	05/23/2008	cannot wait to get the train a rollin'
Website	05/25/2008	What types of park and ride lots and structures are there going to be in Kapolei for those who chose to drive to the train station?
Website	05/26/2008	The transit system suggested by this current proposal would be fantastic for Honolulu. With increased traffic demands, rising gas prices, and dangerous levels of pollution, the proposal gives commuters a new option that will help counteract all these issues. I hope the proposal for a new transit system will go through and will not be stifled by the often-convoluted political process.
Website	05/27/2008	I'm really excited about this project! I used to live in Kapolei and spend a total 3.5-4 hours a day in traffic. Everyday I would wish I could catch a rail and just study instead of wasting time in traffic. Once there's a rail, I would definitely consider moving back onto the leeward side.
Website	05/27/2008	
Website	05/27/2008	Wouldn't it be cheaper to just use The BUS instead of trains? Then there will be no need to create

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		a new "train" bureaucracy, no need to spend millions for a new train transport since we already have The BUS system in place. And no need to worry about "steel on steel" noise controversy. Also, if the train engine had a breakdown, e.g., caught on fire, then just think of the cost and delay of replacing that engine!!! Mahalo, Norm
Website	05/27/2008	No transit station in Mapunapuna area? Just like the Bus system neglect the working folks in a busy industrial area. I caught the Bus this morning from Hauula and it took two hours between walks, traffic and transit to and out of downtown. If you are designing this transit you need to take traffic away from downtown area. Just like the Bus system it seems everything is design to go through the busiest area to make it worse.
Telephone	05/28/2008	Quote "Stop the rail, stop the transit now" hotline #35
Telephone	05/28/2008	Wants to sign petition
Telephone	05/28/2008	hotline #33 - wants to sign petition
Telephone	05/28/2008	hotline #32- wants to know if petition is for monorail too
Website	05/28/2008	Can I please get email updates instead of snail mail?
Website	05/28/2008	We have a union newsletter. Please provide any material that we have your permission to print and distribute to members and signatory contractors. thank you Al Lardizabal
Telephone	05/29/2008	would like a Stop Rail Now petition
Telephone	05/29/2008	Would like a Stop Rail Now petition
Telephone	05/29/2008	Would like station maps for Ewa or Kapolei or all of them - like Ala Moana maps put up on website after airport spur announcement
Website	05/29/2008	I'm so glad that the City is taking the initiative to help with the traffic issues by providing another



Submission Method	Submission Date	Submission Content/Notes
		transit tool!
Telephone	05/30/2008	Wanted to know who to talk to about advertising- was referred to Public Information Officer.
Website	05/30/2008	Much of the opposition to mass transit on Oahu results from the sole focus on the "transportation corridor". Although the majority of people live and work in this corridor, many tax payers live East, West, and North (on the Windward side of the island). What is needed is a comprehensive plan that will join all of Oahu in a single system. Any traffic solution must include all parts of the island from Mokuleia to Waimanalo to Hawaii Kai to Makaha. Links should be at both ends of the island and across the island at several points. Too often, when looking at our traffic problems, we focus only on the corridor as our problem and for our solution. Granted, such a plan cannot be implemented at once, but such a plan can be developed now, including a time table for adding all links over an extended period of time. People from all parts of the island will thus be served and will benefit...not just those living in the "corridor". A comprehensive plan that includes all of the island would be much more effective in providing both a workable, long-term solution and politically, gaining a broad-based tax-payer support.
Website	05/30/2008	Who is the lead consultant?
Website	05/30/2008	
Website	05/31/2008	Please add my information to the project mailing list Thanks, G. Green (in support of project!)

# Honolulu Rail Transit Project

Honolulu On The Move

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## Presentation Example

May 2008

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## Agenda

1. Planning for the Future
2. Rail Benefits
3. Operating Characteristics
4. Decisions Made
5. Schedule
6. Get Involved

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## 1. Planning for the Future

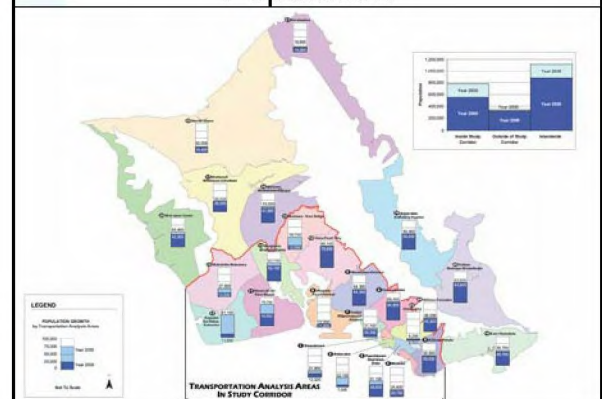
### O'ahu in 2030

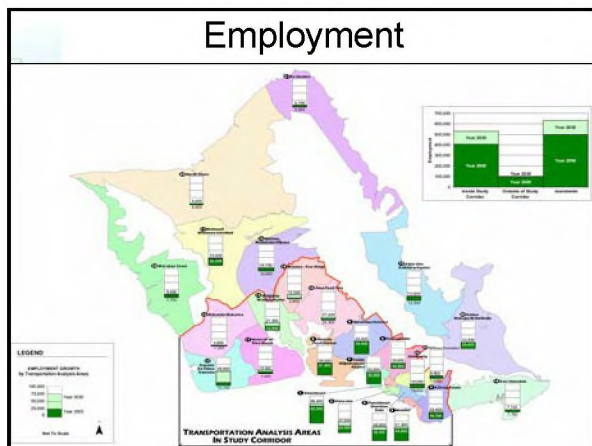
- 200,000 more residents than in 2005
- 100,000 more jobs than in 2005
- 750,000 more daily trips than in 2005

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## Population

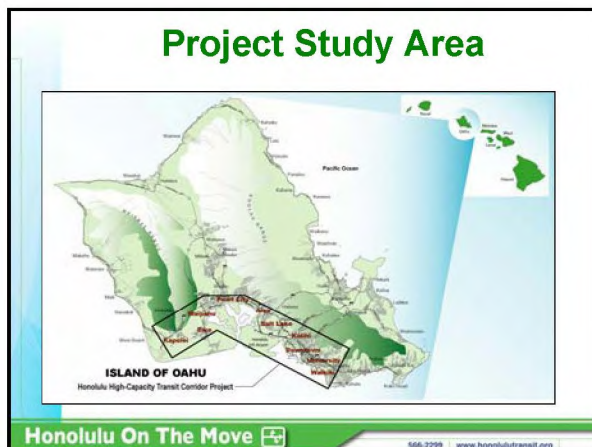




### Multi-Modal Options to Improve Mobility

- Highway Expansion
- Traffic Engineering Improvements
- Pedestrian and Bicycle Projects
- TheBoat
- Expansion of TheBus
- Fixed Guideway Project


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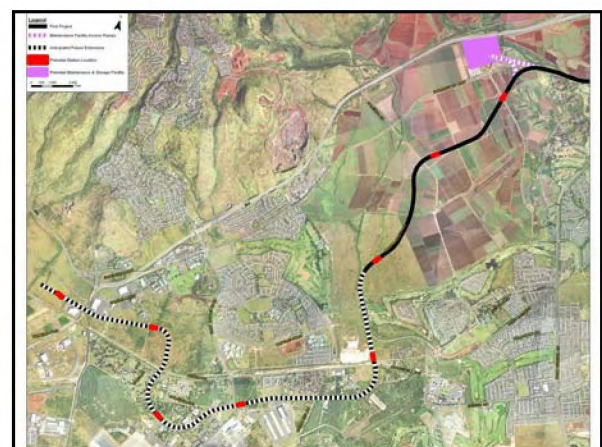


### City Council Selection December 22, 2006

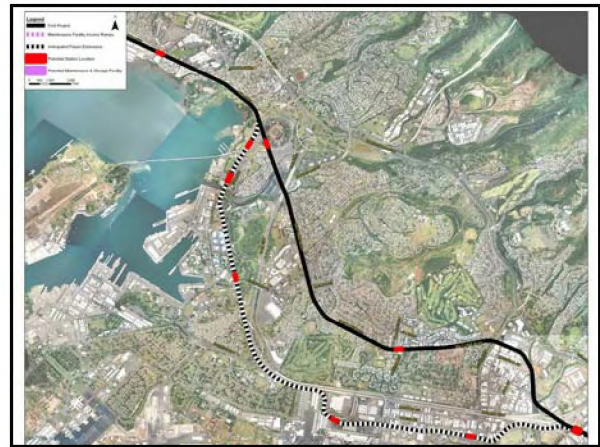
- By a vote of 7 to 2 the City Council selected Fixed Guideway

COUNCIL	12/22/06	OR 568 ADOPTED: BILL 79, CD2, FURTHER AMENDED ON THE COUNCIL FLOOR TO CD2, FD1, HOWEVER, BILL 79, CD2, FD1, FURTHER AMENDED TO BILL 79, CD2, FD2 (FINAL #2), AND SUBSEQUENTLY PASSED THIRD READING, AS AMENDED (BILL 79, CD2, FD2 (FINAL #2))
APO	Y	(NOTE: BILL 79 (2006), PROPOSED CD2, FD1 (NORTH-SOUTH BRANCH, NON-LFA COMMITMENT) WAS ALSO CONSIDERED AND SUBSEQUENTLY WITHDRAWN)
KOBAYASHI	Y	
GACHOLA	Y	
DELA CRUZ	Y	
OKING	Y	
DAJOU	N	
TAM	Y	
GARCIA	Y	
MARSHALL	N	

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## Technology: Independent Selection Panel

- Members appointed by the Honolulu City Council and Mayor Hannemann
- By a vote of 4 to 1, recommended steel wheels (February 22, 2008)
- Reasons: used in major cities throughout the world; cost-effective; durable; best value for Oahu residents

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## Agenda

1. Planning for the Future
2. Rail Benefits

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## 2. Rail Benefits

- Good for
  - Mobility
  - Environment
  - Economy
  - Communities
  - You

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## Good for Mobility

- System capacity equivalent to six freeway lanes of cars



- Reliable travel times on an exclusive facility

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## Good for the Environment

- Passenger vehicles use 36% more energy on average per passenger-mile than rail transit.
- Passenger vehicles emit over 10 times more carbon monoxide per passenger-mile as rail transit powered with electricity from oil-fired power plants.
- Electricity from renewable resources can power rail transit.

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## Good for the Economy

- Direct Employment
  - 4,700 construction jobs per year
  - 37,700 person-years of employment
- Total Direct plus Indirect Employment
  - 11,300 jobs per year
  - **90,400 person-years of employment**

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## Private Investment Near Rail

- Washington Metro: \$15 Billion since 1976
- Dallas DART: \$4.3 Billion since 1996
- Portland MAX: \$3 Billion since late 1970s
- St. Louis MetroLink: \$1 Billion since 1993

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## Good for Communities: Transit-Oriented Development

- Livable, walkable communities
- Community-based planning
- Funded by private investors



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## TOD Process

- Developing neighborhood TOD plans around each transit station
- Tailored to specific community goals, opportunities, challenges



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## Property Values near Rail Transit

- Properties within ½-mile of a station Increase in Value
  - San Francisco BART – \$1,578 increase in home sales price for every 100 feet closer to a station
  - New York City MTA – \$2,300 increase in home sales price for every 100 feet closer to a station
  - Washington Metro – \$0.23 increase *in per square foot rent* for every 100 feet closer to a station

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## Good for You

### Rail Transit is Good for You, Your Family and Your Quality of Life

- It lowers stress because you're not fighting traffic
- Travel time becomes personal time
- You can count on reliable travel times

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## Agenda

1. Planning for the Future
2. Rail Benefits
- 3. Operating Characteristics**

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## Operating details

- **When will it run?**
  - From 4 a.m. to midnight, every 3 to 10 minutes
- **How fast will it be?**
  - 55+ mph top speed; 30 mph average with stops
- **How do I get to it?**
  - Integrated with TheBus, bike and walking paths, and park-and-ride at some stations
- **How much will a ride cost?**
  - Same as TheBus and TheBoat, can use a transfer from one to the other

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## Physical characteristics

- **Where is the guideway located?**
  - Elevated, with columns in existing roadway medians
- **How wide is the guideway?**
  - Less than 30 feet between stations
  - At stations about 50 feet
- **How many stations?**
  - 19 stations in 20 miles
- **How long are the stations?**
  - About 250 to 300 feet

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## Visuals

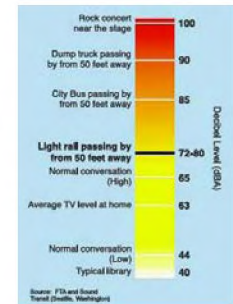


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## Sound

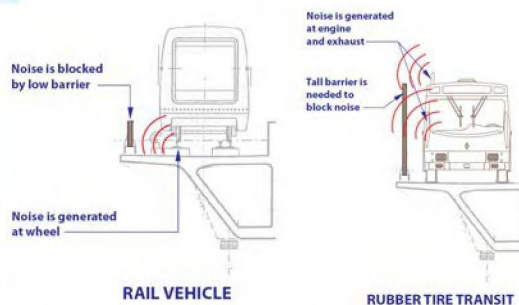
- With sound reduction technology, rail **does not** increase the ambient noise in most communities through corridor.



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## Sound



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## How much will it cost to build?

Estimated Construction Cost	1,805
Design / Construction Contingency	480
<b>Construction Subtotal</b>	<b>2,285</b>
Right-of-Way	70
Vehicles	230
"Soft" Costs	685
Project Reserve	200
<b>Capital Cost</b>	<b>3,470</b>
Net Interest Costs	250
<b>TOTAL COST</b>	<b>3,720</b>

Millions of 2006 Dollars

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## How will it be paid for?

	Millions of 2006 Dollars	Millions of Year-of-Expenditure Dollars
Total Net GET Surcharge Revenues	3,020	4,055
FTA New Starts Funds	700	925
<b>TOTAL REVENUE</b>	<b>3,720</b>	<b>4,980</b>
Fixed Guideway Capital Costs	3,470	4,570
Net Interest Costs	250	410
<b>TOTAL COST</b>	<b>3,720</b>	<b>4,980</b>

Honolulu On The Move

566-2299 | www.honolulutransit.org

## How will it be paid for?



### Rail transit gets \$900M promise

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Honolulu On The Move

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## Agenda

1. Planning for the Future
2. Rail Benefits
3. Operating Characteristics
4. **Decisions Made**

## Why Not Expanded Bus Service?

- Traffic congestion slows buses and increases operating costs
- Traffic congestion hurts schedule reliability
- Bus system is currently approaching capacity

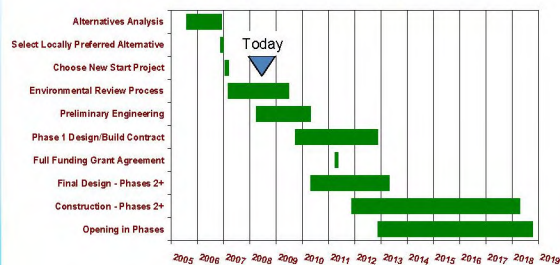
## Why Not High-Occupancy Toll Lanes?

- HOT lanes will increase traffic and increase congestion
- HOT lanes are not financially feasible
- HOT lanes add to the cost of travel
- HOT lanes do not help support sustainability

## Agenda

1. Planning for the Future
2. Rail Benefits
3. Operating Characteristics
4. Decisions Made
5. **Schedule**

Honolulu High-Capacity Transit Corridor Project Schedule



## Agenda

1. Planning for the Future
2. Rail Benefits
3. Operating Characteristics
4. Decisions Made
5. Schedule
6. **Get Involved**




## 6. Get Involved

- Receive newsletter
- Visit [www.honolulutransit.org](http://www.honolulutransit.org)
- Visit [www.honoluludpp.org](http://www.honoluludpp.org)
- Call 566-2299
- Stay informed with *accurate* information

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*Mahalo!*

Honolulu On The Move 

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# Honolulu Rail Transit Project



# Presentation **Example**

May 2008

# Agenda

1. Planning for the Future
2. Rail Benefits
3. Operating Characteristics
4. Decisions Made
5. Schedule
6. Get Involved





**Honolulu On The Move** 

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AR00084112

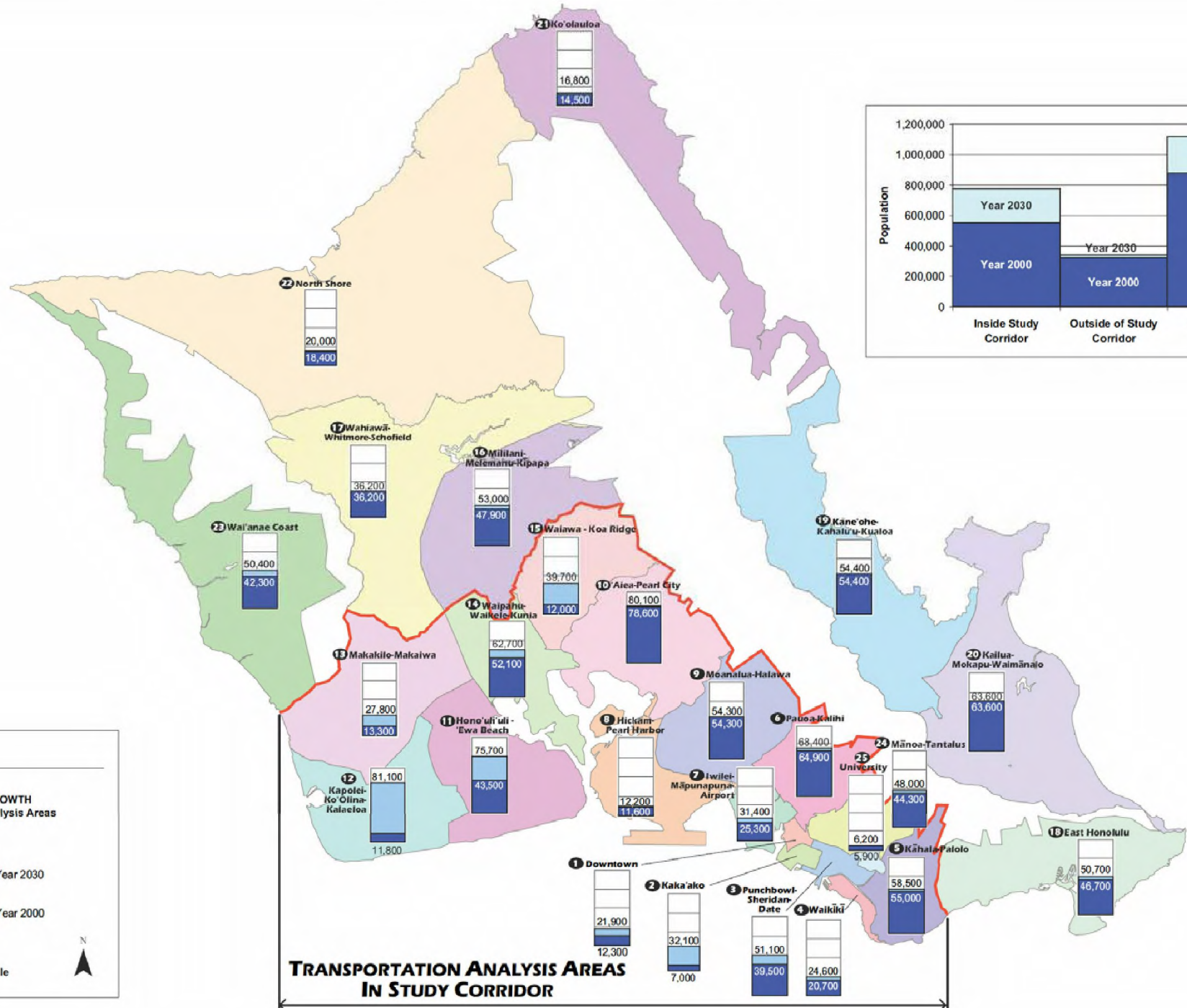
# 1. Planning for the Future

## O'ahu in 2030

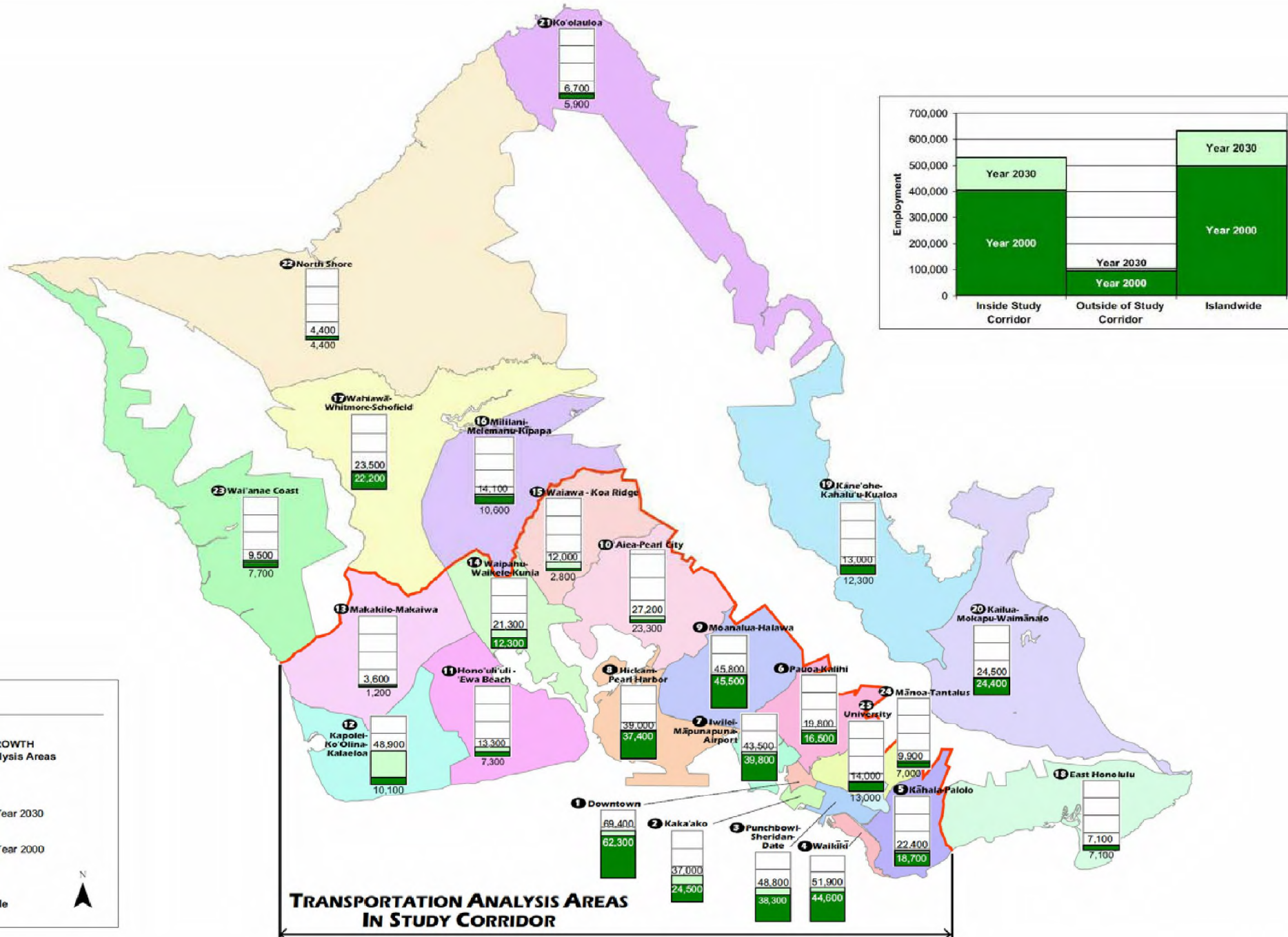
- 200,000 more residents than in 2005
- 100,000 more jobs than in 2005
- 750,000 more daily trips than in 2005



# Population

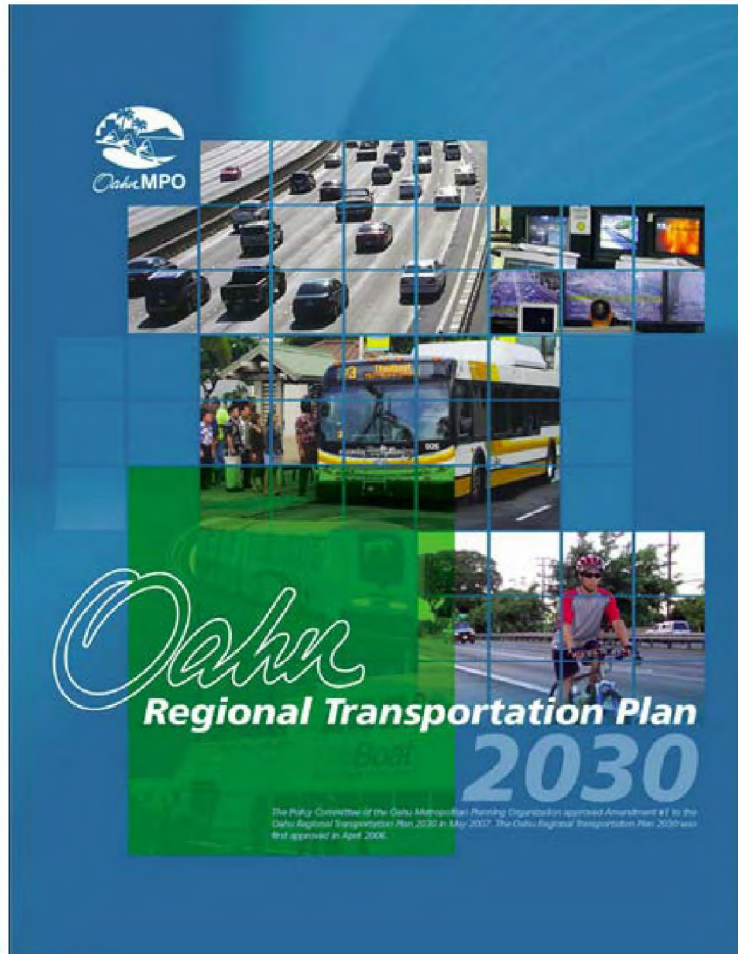


# Employment



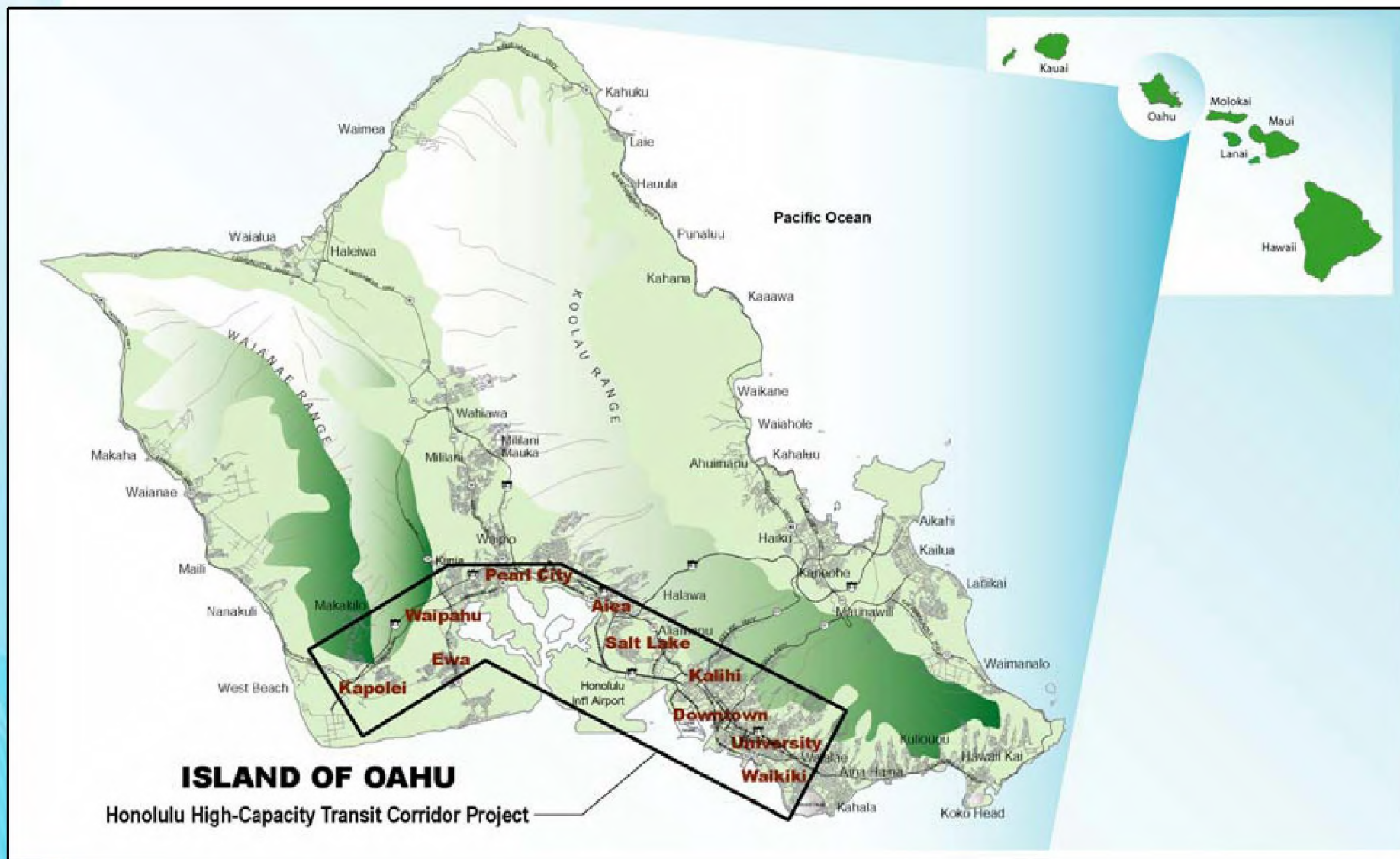


# Multi-Modal Options to Improve Mobility



- Highway Expansion
- Traffic Engineering Improvements
- Pedestrian and Bicycle Projects
- TheBoat
- Expansion of TheBus
- Fixed Guideway Project

# Project Study Area





# City Council Selection

## December 22, 2006

- By a vote of 7 to 2 the City Council selected Fixed Guideway

COUNCIL	12/22/06	CR-508 ADOPTED. BILL 79, CD2, FURTHER AMENDED ON THE COUNCIL FLOOR TO CD2, FD1, HOWEVER, BILL 79, CD2, FD1, FURTHER AMENDED TO BILL 79, CD2, FD2 (FINAL #2), AND SUBSEQUENTLY PASSED THIRD READING, AS AMENDED (BILL 79, CD2, FD2 (FINAL #2)) (NOTE: <u>BILL 79 (2006), PROPOSED CD2, FD1 (NORTH-SOUTH BRANCH, NON-LPA COMMITMENT)</u> WAS ALSO CONSIDERED AND SUBSEQUENTLY WITHDRAWN)					
	APO Y	CACHOLA Y	DELA CRUZ Y	DJOU N	GARCIA Y		
	KOBAYASHI Y	MARSHALL N	OKINO Y	TAM Y			



# Fixed Guideway Route



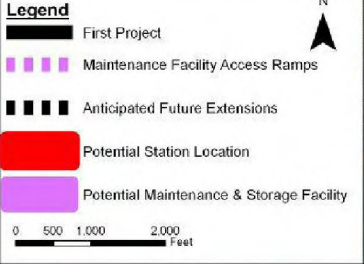






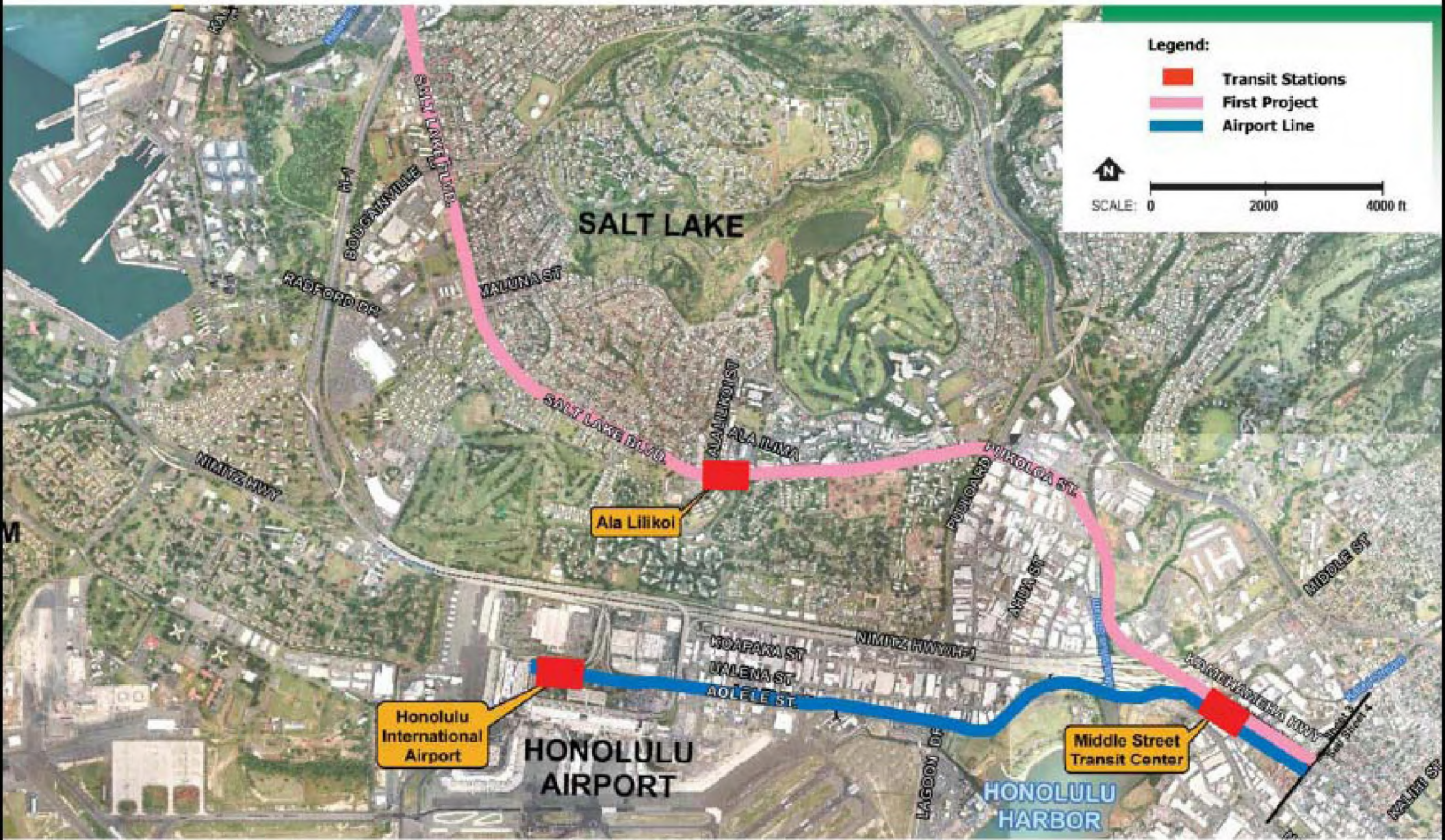








# Airport Spur





**Legend**

First Project

Maintenance Facility Access Ramps

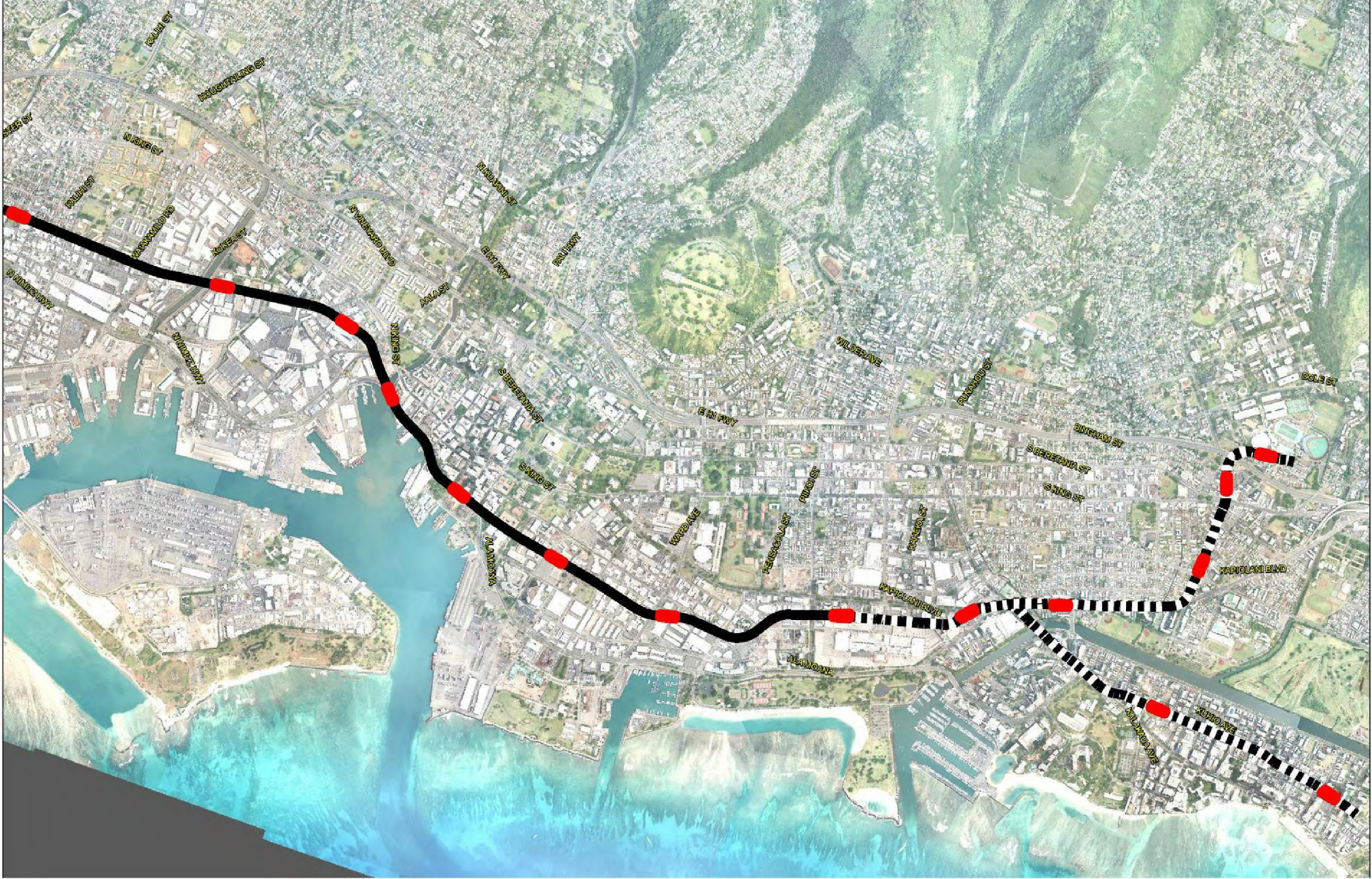
Anticipated Future Extensions

Potential Station Location

Potential Maintenance & Storage Facility

0 500 1,000 2,000

Feet





# Technology: Independent Selection Panel

- Members appointed by the Honolulu City Council and Mayor Hannemann
- By a vote of 4 to 1, recommended steel wheels (February 22, 2008)
- Reasons: used in major cities throughout the world; cost-effective; durable; best value for Oahu residents

# Agenda

1. Planning for the Future
- 2. Rail Benefits**

## 2. Rail Benefits

- Good for
  - Mobility
  - Environment
  - Economy
  - Communities
  - You



# Good for Mobility

- System capacity equivalent to six freeway lanes of cars



- Reliable travel times on an exclusive facility

# Good for the Environment

- Passenger vehicles use 36% more energy on average per passenger-mile than rail transit.
- Passenger vehicles emit over 10 times more carbon monoxide per passenger-mile as rail transit powered with electricity from oil-fired power plants.
- Electricity from renewable resources can power rail transit.

# Good for the Economy

- Direct Employment
  - 4,700 construction jobs per year
  - 37,700 person-years of employment
- Total Direct plus Indirect Employment
  - 11,300 jobs per year
  - **90,400 person-years of employment**



# Private Investment Near Rail

- Washington Metro: \$15 Billion since 1976
- Dallas DART: \$4.3 Billion since 1996
- Portland MAX: \$3 Billion since late 1970s
- St. Louis MetroLink: \$1 Billion since 1993

# Good for Communities: Transit-Oriented Development

- Livable, walkable communities
- Community-based planning
- Funded by private investors





# TOD Process

- Developing neighborhood TOD plans around each transit station
- Tailored to specific community goals, opportunities, challenges



# Property Values near Rail Transit

- Properties within ½-mile of a station Increase in Value
  - San Francisco BART – \$1,578 increase in home sales price for every 100 feet closer to a station
  - New York City MTA – \$2,300 increase in home sales price for every 100 feet closer to a station
  - Washington Metro – \$0.23 increase *in per square foot rent* for every 100 feet closer to a station



# Good for You

## Rail Transit is Good for You, Your Family and Your Quality of Life

- It lowers stress because you're not fighting traffic
- Travel time becomes personal time
- You can count on reliable travel times

# Agenda

1. Planning for the Future
2. Rail Benefits
- 3. Operating Characteristics**



# Operating details

- **When will it run?**
  - From 4 a.m. to midnight, every 3 to 10 minutes
- **How fast will it be?**
  - 55+ mph top speed; 30 mph average with stops
- **How do I get to it?**
  - Integrated with TheBus, bike and walking paths, and park-and-ride at some stations
- **How much will a ride cost?**
  - Same as TheBus and TheBoat, can use a transfer from one to the other

# Physical characteristics

- **Where is the guideway located?**
  - Elevated, with columns in existing roadway medians
- **How wide is the guideway?**
  - Less than 30 feet between stations
  - At stations about 50 feet
- **How many stations?**
  - 19 stations in 20 miles
- **How long are the stations?**
  - About 250 to 300 feet



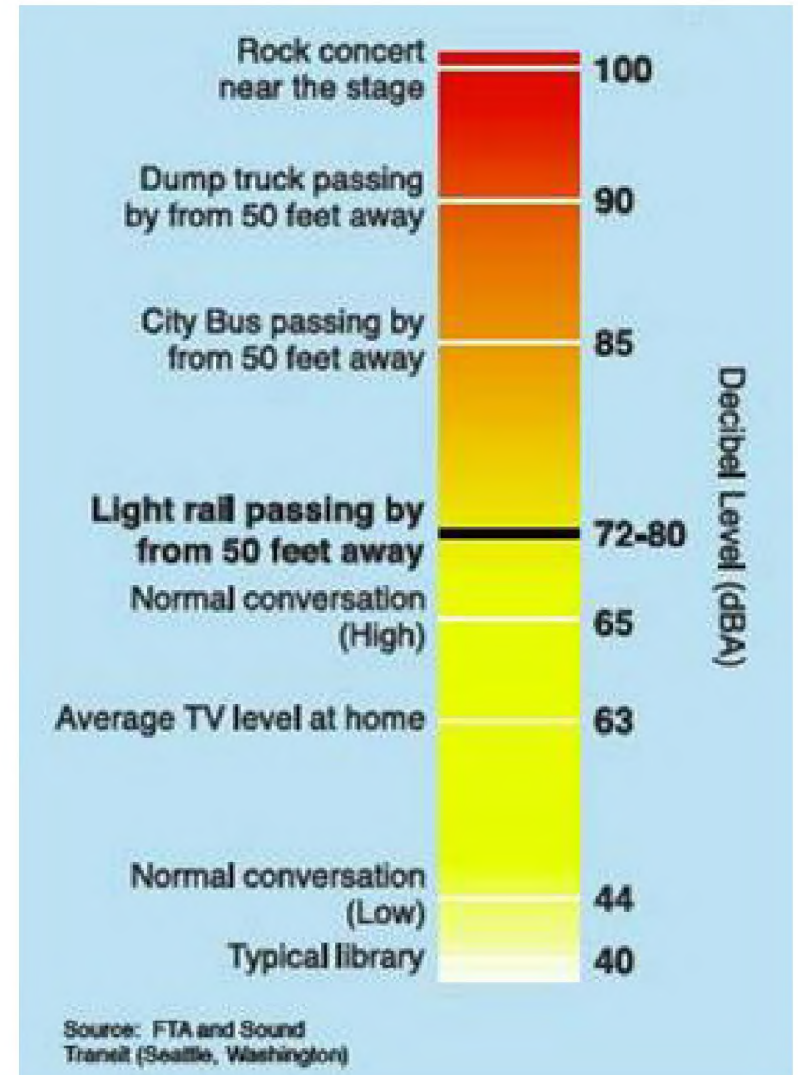
# Visuals





# Sound

- With sound reduction technology, rail **does not** increase the ambient noise in most communities through corridor.

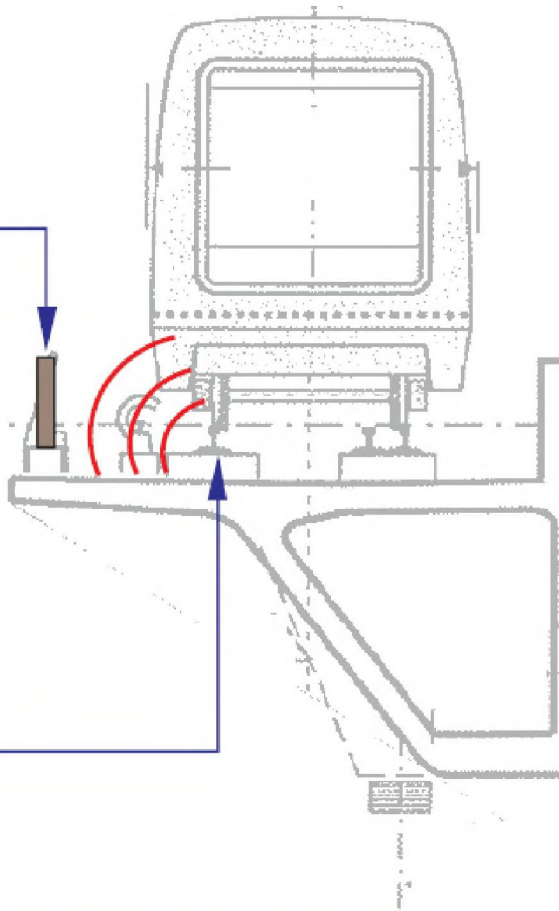




# Sound

Noise is blocked  
by low barrier

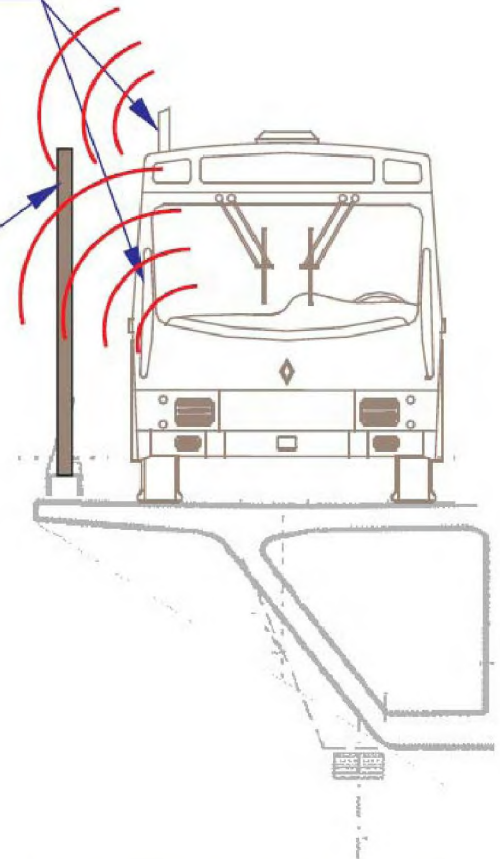
Noise is generated  
at wheel



**RAIL VEHICLE**

Noise is generated  
at engine  
and exhaust

Tall barrier is  
needed to  
block noise



**RUBBER TIRE TRANSIT**

# How much will it cost to build?

Estimated Construction Cost	1,805
Design / Construction Contingency	480
<b>Construction Subtotal</b>	<b>2,285</b>
Right-of-Way	70
Vehicles	230
“Soft” Costs	685
Project Reserve	200
<b>Capital Cost</b>	<b>3,470</b>
Net Interest Costs	250
<b>TOTAL COST</b>	<b>3,720</b>

Millions of 2006 Dollars



# How will it be paid for?

	Millions of 2006 Dollars	Millions of Year-of- Expenditure Dollars
Total Net GET Surcharge Revenues	3,020	4,055
FTA New Starts Funds	700	925
<b>TOTAL REVENUE</b>	<b>3,720</b>	<b>4,980</b>
Fixed Guideway Capital Costs	3,470	4,570
Net Interest Costs	250	410
<b>TOTAL COST</b>	<b>3,720</b>	<b>4,980</b>

# How will it be paid for?



Vol. 13, Issue 88 - Friday, March 28, 2008

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**A visiting, influential congressman vows to fight for federal funding of Honolulu light rail**

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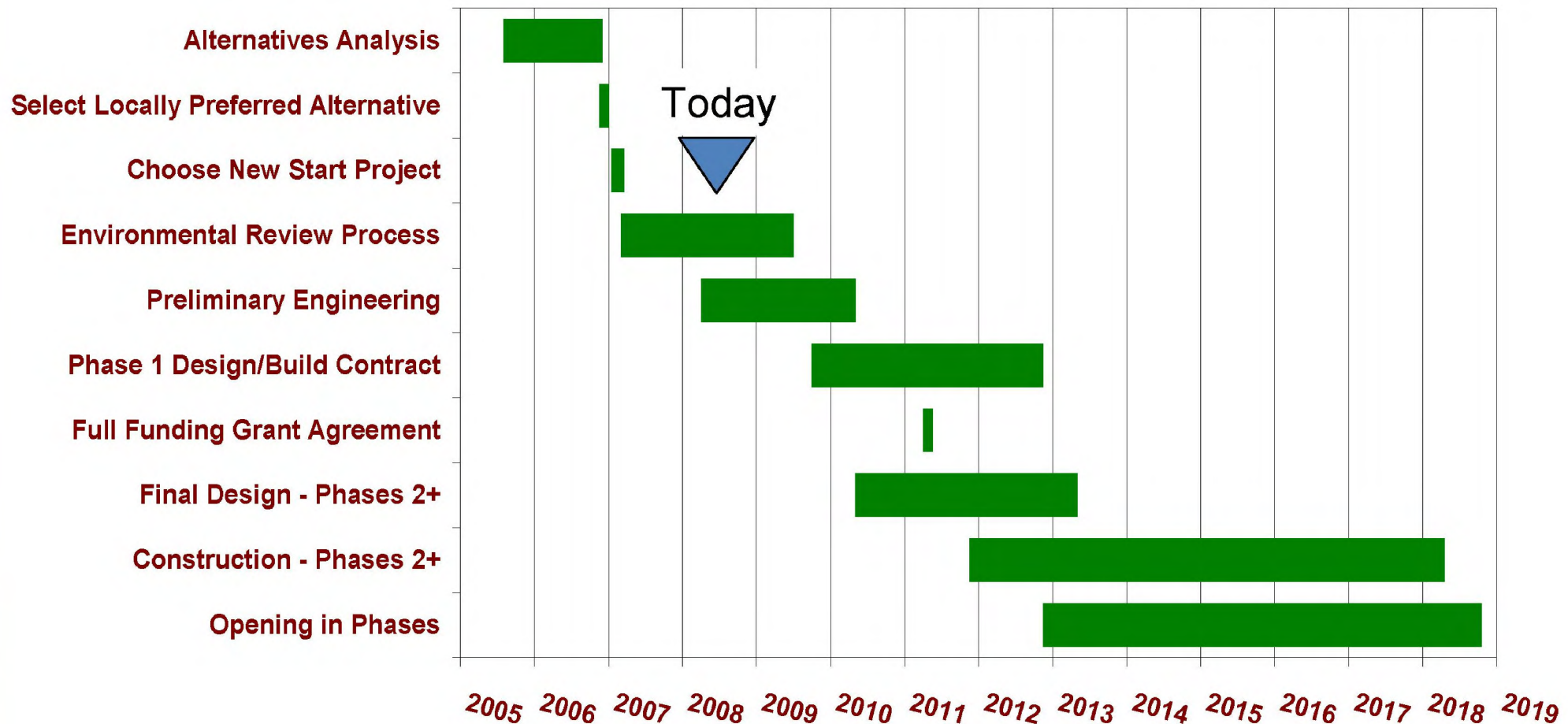
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## Honolulu High-Capacity Transit Corridor Project Schedule



# Agenda

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- 6. Get Involved**



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# *Mahalo!*



# 2008 DAILY AIRPORT ACTIVITY

**Employment**

**7,000**

**TheBus Passengers**

**2,500**

**Daily Airline  
Passengers**

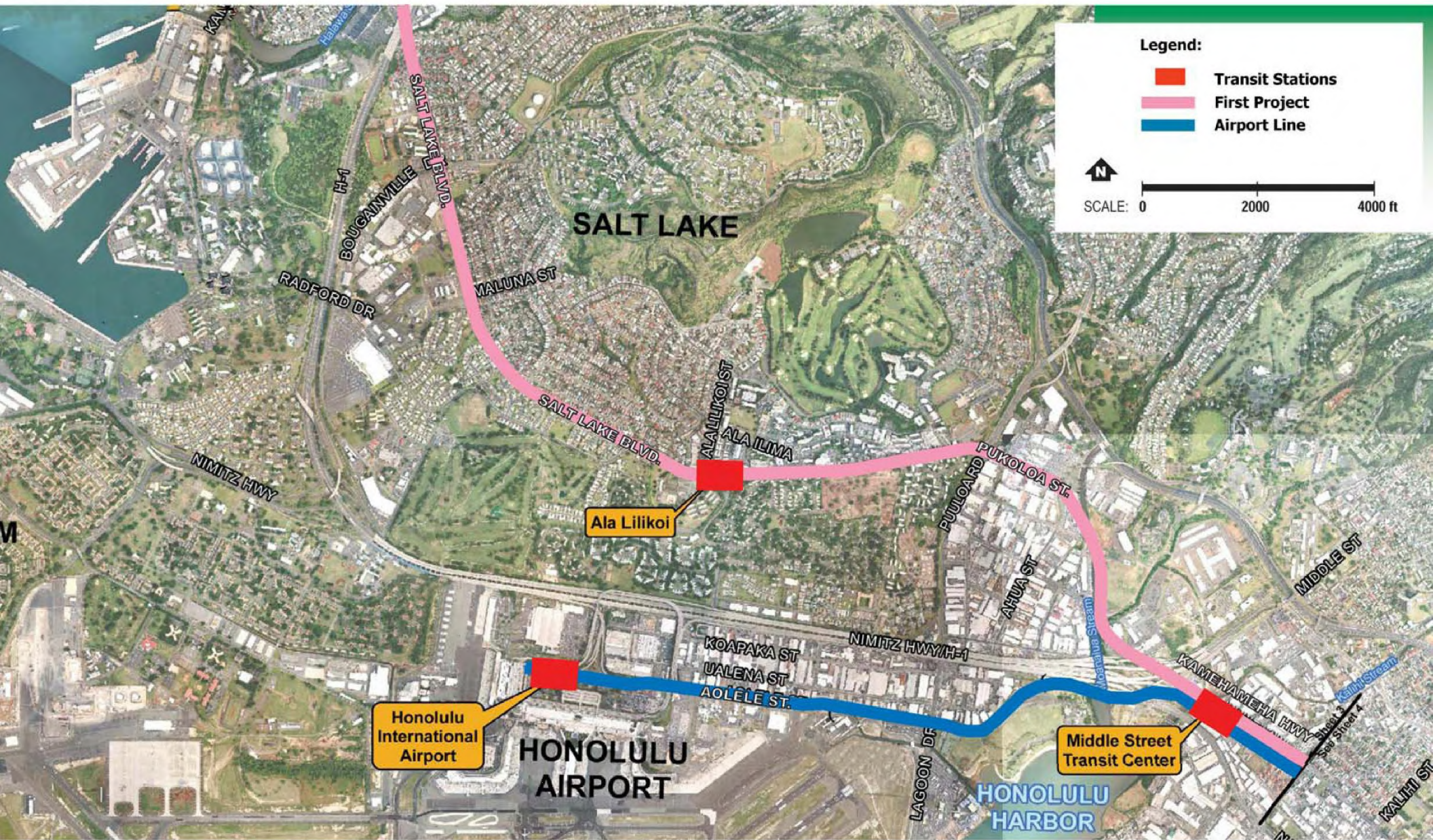
**58,000  
(projected to  
104,000 in 2030)**



# HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

SCALE: 0 1 2mi

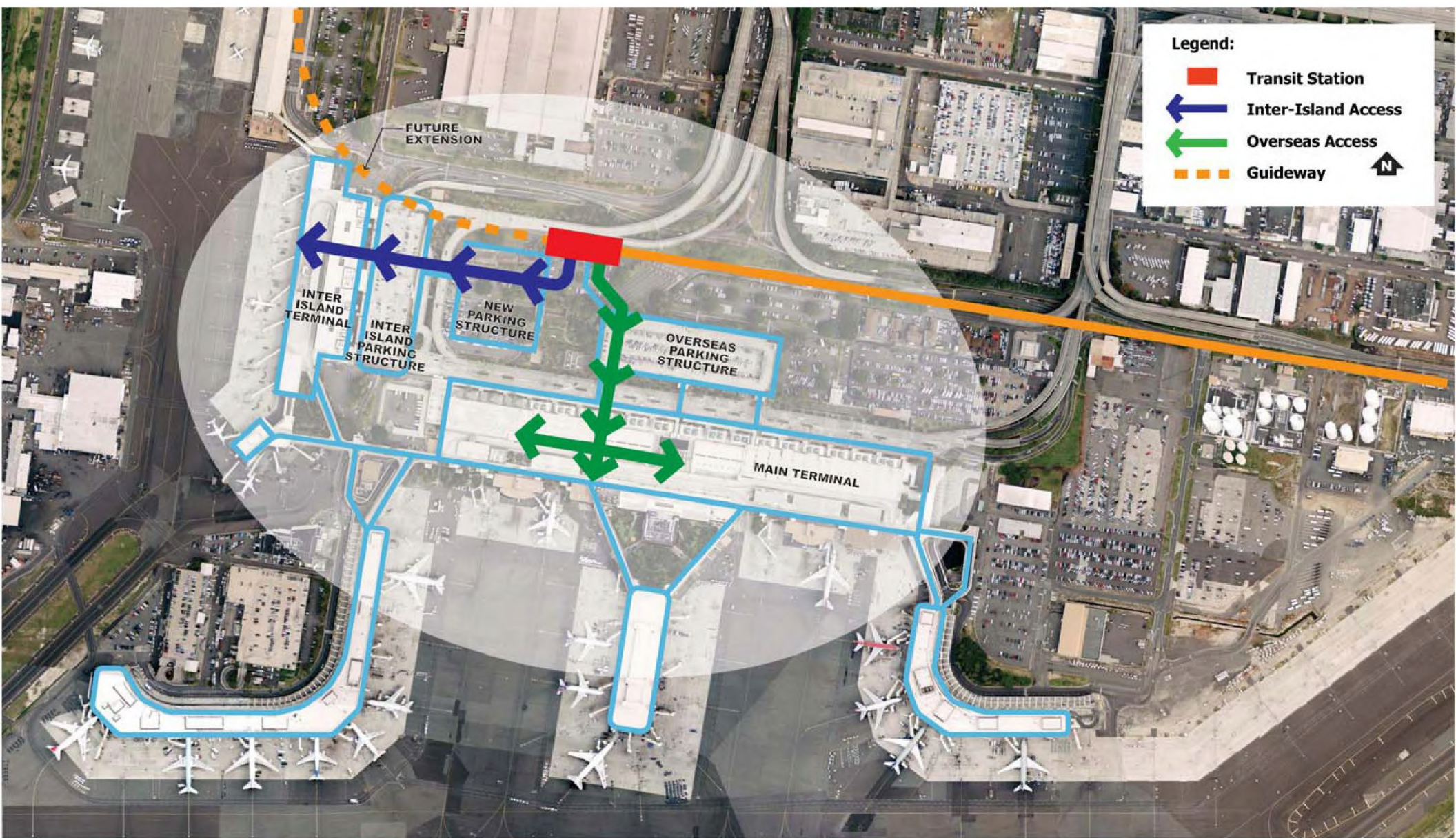




HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

**AIRPORT LINE**





**Legend:**

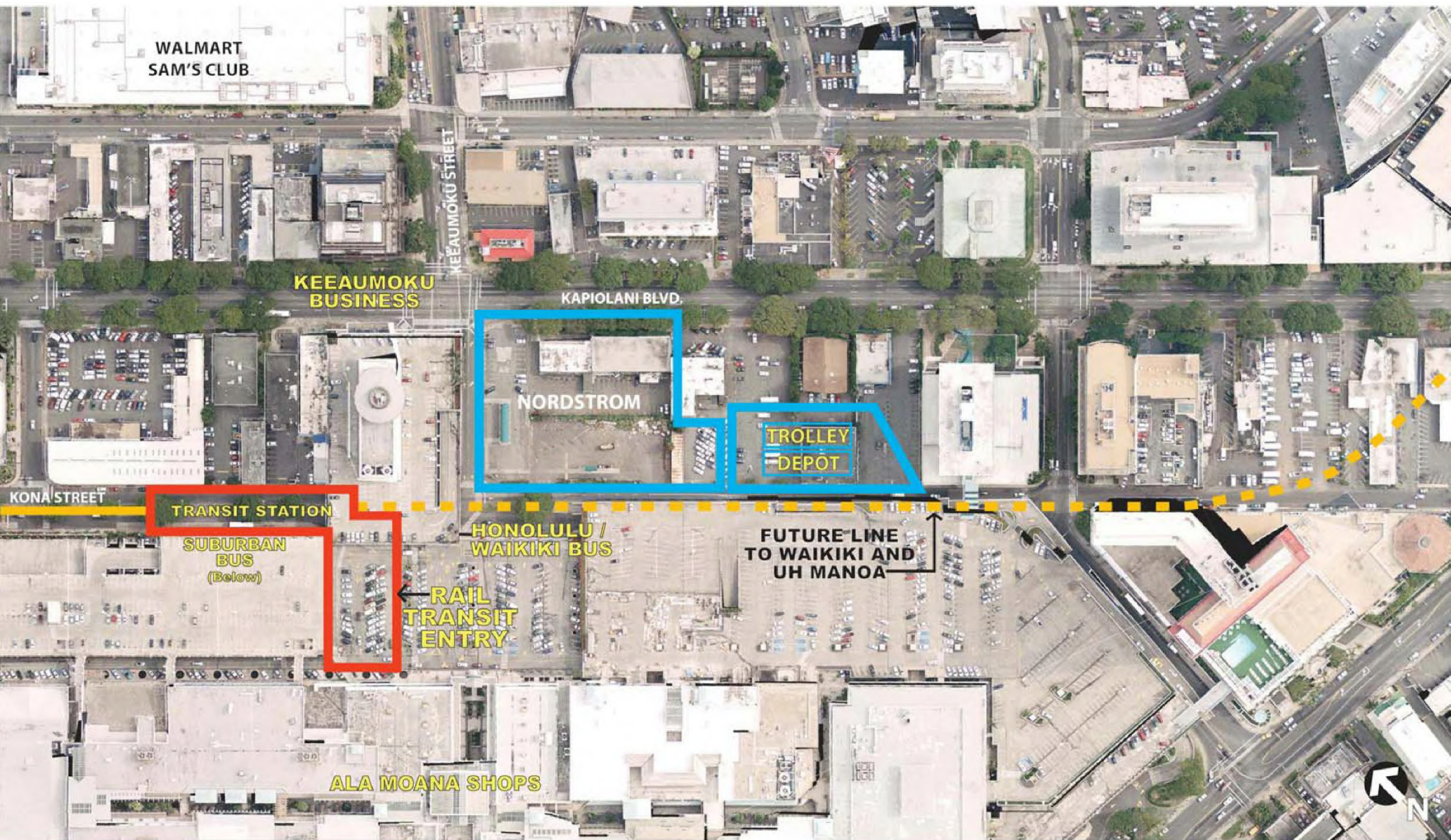
- Transit Station
- Inter-Island Access
- Overseas Access
- Guideway



HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

HONOLULU INTERNATIONAL AIRPORT STATION





HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

ALA MOANA CENTER STATION







# 2008 DAILY AIRPORT ACTIVITY

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**7,000**

**TheBus Passengers**

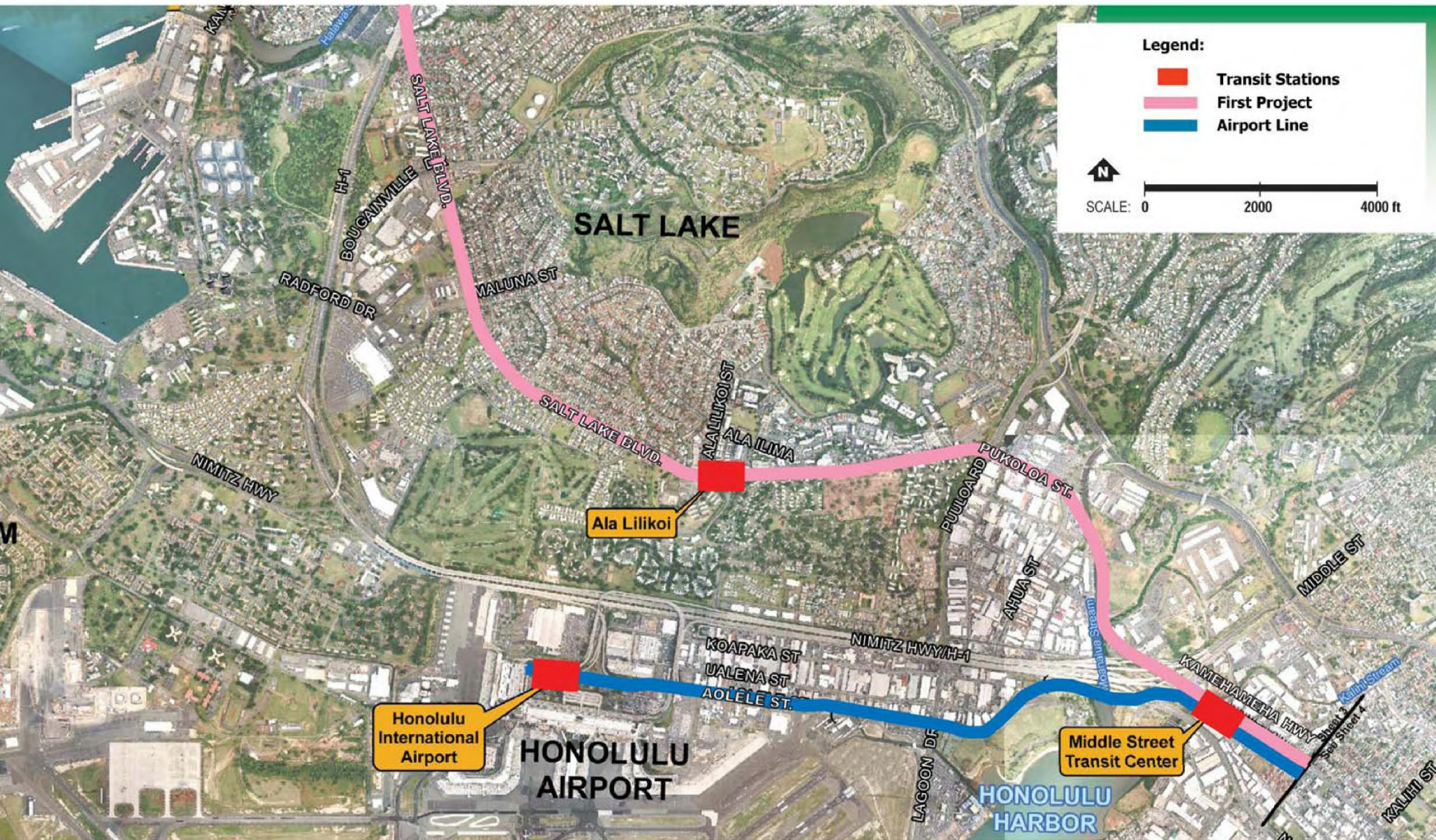
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**Daily Airline  
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**58,000  
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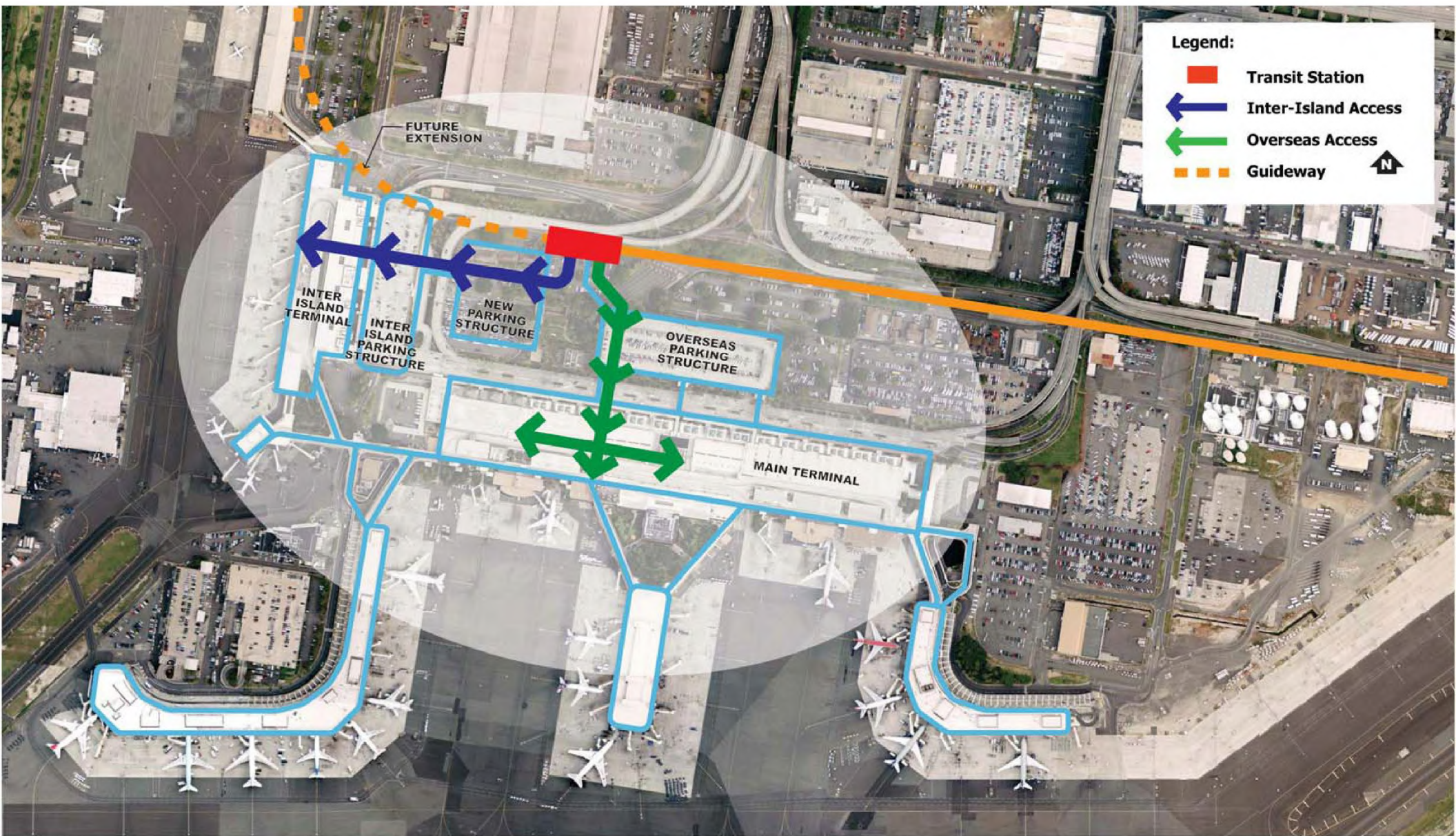




HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

**AIRPORT LINE**

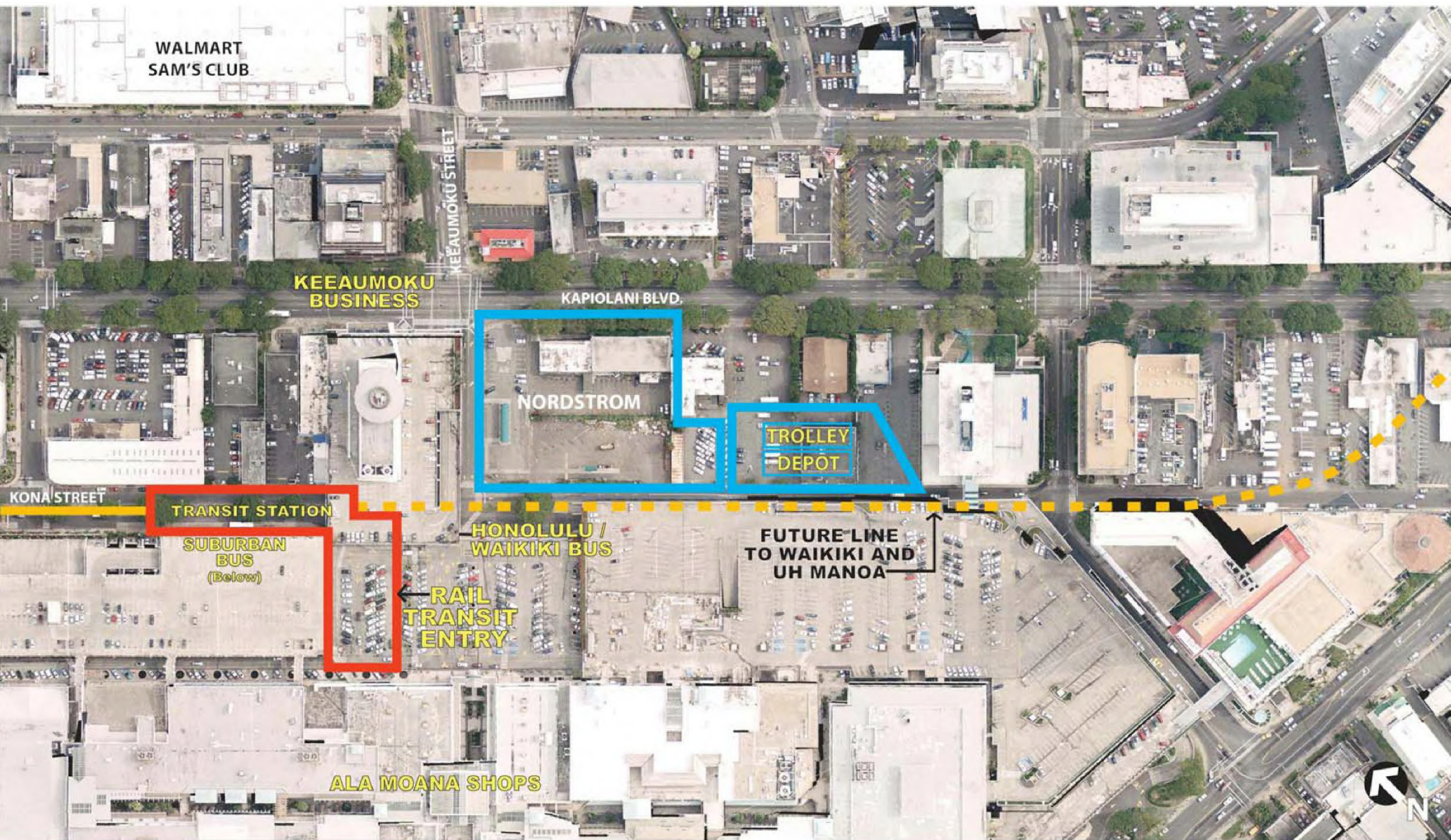




HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

HONOLULU INTERNATIONAL AIRPORT STATION

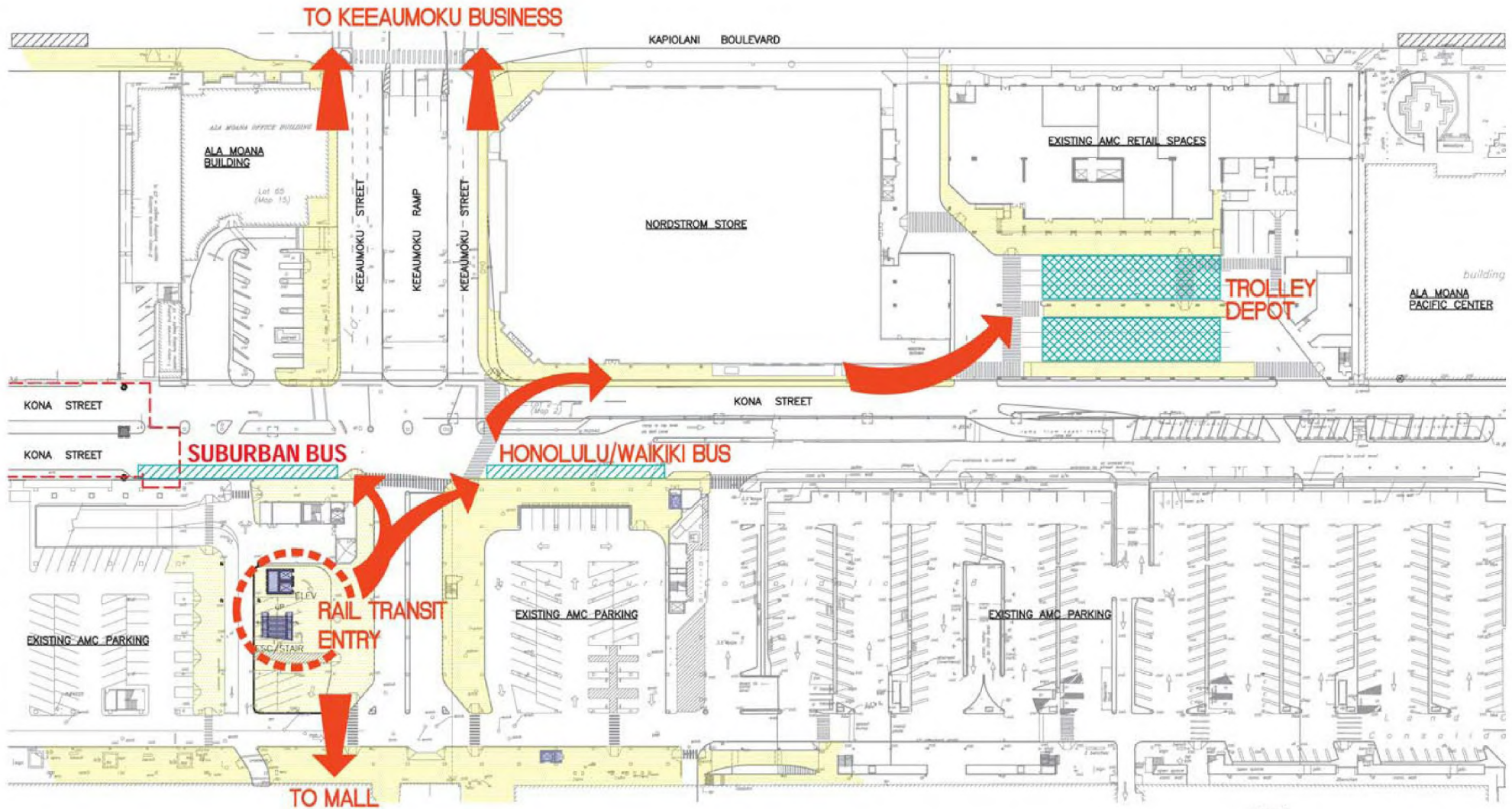




HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT

ALA MOANA CENTER STATION





STREET LEVEL CIRCULATION PLAN  
1" = 40'

**LEGEND:**

	BUS STOP AREA		PUBLIC AREA
	TROLLEY STOP AREA		VERTICAL TRANSPORTATION





# [Leslie Wilcox Blogs](#)

## Notes from the President and CEO of PBS Hawaii

[« Career Day at Mililani Middle School](#) | [Main](#)

**May 30, 2008**

### Rail Transit Debate: Answering the Call



Plenty of viewer interest in tonight's ISLAND INSIGHTS program on PBS Hawaii: "Rail Re-visited: Are We Being Railroaded?" Host Dan Boylan's guests were from an anti-rail group mounting a petition campaign, the Mayor's Office, and the City Council.

We knew this would be a hot-button issue. And there was indeed a lively debate.

There appeared to be a bit of an organized effort by rail opponents to deliver anti-rail questions online in advance. And emails arrived during the program as well.

Still, our phone bank manager Ben Nishimoto reports that phone calls during the live, one-hour program outnumbered emails 3 to 1. This may strike you as counter-intuitive in the digital age. But every week on ISLAND INSIGHTS, we receive far more phone calls than emails.

I believe it's because people who care about an issue want to know they've been heard. They want to know another person is at the other end of the line, listening and reacting. Sending in an email question doesn't give them that satisfaction.

### TrackBack

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